

Message Text

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ORIGIN EB-06

INFO OCT-01 ARA-06 ISO-00 L-02 CAB-02 CIAE-00 COME-00

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DRAFTED BY EB/AN:AJRIMAS:DAP

APPROVED BY EB/AN:WBCOBB

ARA/EP - F. CORRY

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FM SECSTATE WASHDC

TO AMEMBASSY LIMA

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E.O. 11652:N/A

TAGS: EAIR, PE

SUBJECT: CIVAIR: PERU CONSULTATIONS

FOR CIVAIR USDEL:

PAN AM REQUESTED THAT FOLLOWING MESSAGE BE CALLED TO
ATTENTION USDEL:

"IN CONNECTION WITH THE AIR TRANSPORT NEGOTIATIONS WITH
PERU WHICH BEGIN IN LIMA ON NOVEMBER 11, WE WOULD LIKE TO
OFFER THE FOLLOWING RECOMMENDATIONS.

PERU ORIGINALLY OBTAINED A ROUTE VIA THE CANAL ZONE AND
HAVANA TO WASHINGTON AND NEW YORK AND BEYOND TO MONTREAL
IN 1946. IN 1958, THIS WAS AMENDED TO SUBSTITUTE MIAMI
FOR NEW YORK. SUBSEQUENTLY THE ROUTE ANNEX TO THE AGREE-
MENT WITH PERU WAS AMENDED IN MARCH 1966 TO GIVE PERU A
NEW ROUTE 2 VIA GUAYAQUIL AND MEXICO CITY TO LOS ANGELES
AND TO INTRODUCE OPEN INTERMEDIATE POINTS LANGUAGE INTO
ROUTE 1, WHICH IS TO MIAMI AND WASHINGTON AND BEYOND TO
MONTREAL. IN THE 1966 AMENDMENTS, PERU AND THE UNITED
STATES ALSO AGREED NOT TO IMPOSE UNILATERAL CAPACITY RES-
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TRCTIONS, TO ESTABLISH PROCEDURES FOR THE EX POST FACTO

REVIEW OF CHALLENGED CAPACITY, AND TO MAKE MINOR CHANGES
IN THE PERUVIAN POINTS OF DESTINATION IN THE US ROUTE

DESCRIPTION. WE UNDERSTAND THAT PERU NOW SEEKS THE AD-
DITION OF NEW YORK TO ITS ROUTE 1 AND AUTHORITY ON ITS
ROUTE 2 BEYOND LOS ANGELES TO JAPAN.

WE FRANKLY BELIEVE THAT THE UNITED STATES SHOULD NOT GRANT
PERU ADDITIONAL ROUTE AUTHORITY TO NEW YORK OR BEYOND THE
UNITED STATES. THE UNITED STATES HAS ALREADY GRANTED
PERU ROUTE AUTHORITY WHICH, IN VALUE, IS FAR IN EXCESS
OF THE TRAFFIC GENERATING CAPABILITY OF THAT COUNTRY.
THE REPUBLIC OF PERU HAS A POPULATION OF ONLY 13.6
MILLION (1972 ESTIMATE), WHILE THE UNITED STATES, WITH A
POPULATION OF 210.2 MILLION (1973 ESTIMATE), HAS ALREADY
GRANTED PERU ROUTES TO LOS ANGELES, MIAMI AND WASHINGTON
AS A MARKET, MIAMI OR LOS ANGELES EACH EXCEEDS THE ENTIRE
VALUE OF PERU. IF THE AGREEMENT WAS IN BALANCE IN 1966
WHEN TWO US CARRIERS SERVED PERU, IT IS HARD TO IMAGINE
HOW THAT SITUATION COULD HAVE CHANGED TO THE DISADVAN-
TAGE OF PERU WITH THE ELIMINATION OF ONE US CARRIER
(PANAGRA).

ALTHOUGH PERU HAS UNUSED ROUTE AUTHORITY (WASHINGTON, LOS
ANGELES, VENEZUELA AND PANAMA ARE AMONG POINTS NOT SERVED),
AERO PERU HAS MOVED AGGRESSIVELY TO EXPLOIT BEHIND HOME-
LAND, SIXTH FREEDOM TRAFFIC OPPORTUNITIES. AT THE PRE-
SENT TIME, AERO PERU PROVIDES DAILY SERVICE BETWEEN MIAMI
AND LIMA, AND ALL OF THE SERVICES ORIGINATE BEHIND PERU,
WITHOUT CHANGE OF FLIGHT NUMBER, PROVIDING THROUGH SERVICE
BETWEEN MIAMI-SANTIAGO AND MIAMI-BUENOS AIRES. PERU
SHOULD BE REQUIRED TO REAFFIRM THE 1966 AGREED CAPACITY
PROCEDURES, AND AERO PERU SHOULD BE INSTRUCTED TO CEASE
AND DESIST THE PRACTICE OF HOLDING OUT THROUGH-PLANE
SERVICE (WITHOUT CHANGE OF FLIGHT NUMBER) TO AND FROM
POINTS BEHIND ITS HOMELAND NOT NAMED IN THE PERUVIAN ROUTE
SCHEDULE.

SINCE PAN AM IS NOT THE US CARRIER DESIGNATED TO SERVE PE-
RU, HOWEVER, WE RECOGNIZE THAT THERE MAY BE CONSIDERATIONS
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PRESENT IN THE CIVIL AVIATION RELATIONSHIP WITH PERU OF
WHICH WE ARE NOT AWARE, WHICH COULD WARRANT SOME EXPAN-
SION IN PERUVIAN ROUTE OPPORTUNITIES UNDER THE AGREEMENT.
IF THIS IS THE CASE, THEN WE WOULD SUGGEST THAT THE UNITED
STATES, WHILE FIRMLY OPPOSING ANY PERUVIAN REQUEST FOR
AUTHORITY BEYOND LOS ANGELES, COULD CONSIDER THE SUB-
STITUTION OF NEW YORK FOR WASHINGTON ON PERUVIAN ROUTE 1,
PROVIDING THAT THE OPEN "VIA INTERMEDIATE POINTS" LANGUAGE

ON THIS ROUTE IS ELIMINATED, AND ECUADOR AND COLOMBIA ARE
SPECIFIED AS THE ONLY AVAILABLE INTERMEDIATE POINTS."
KISSINGER

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